BookletChart™

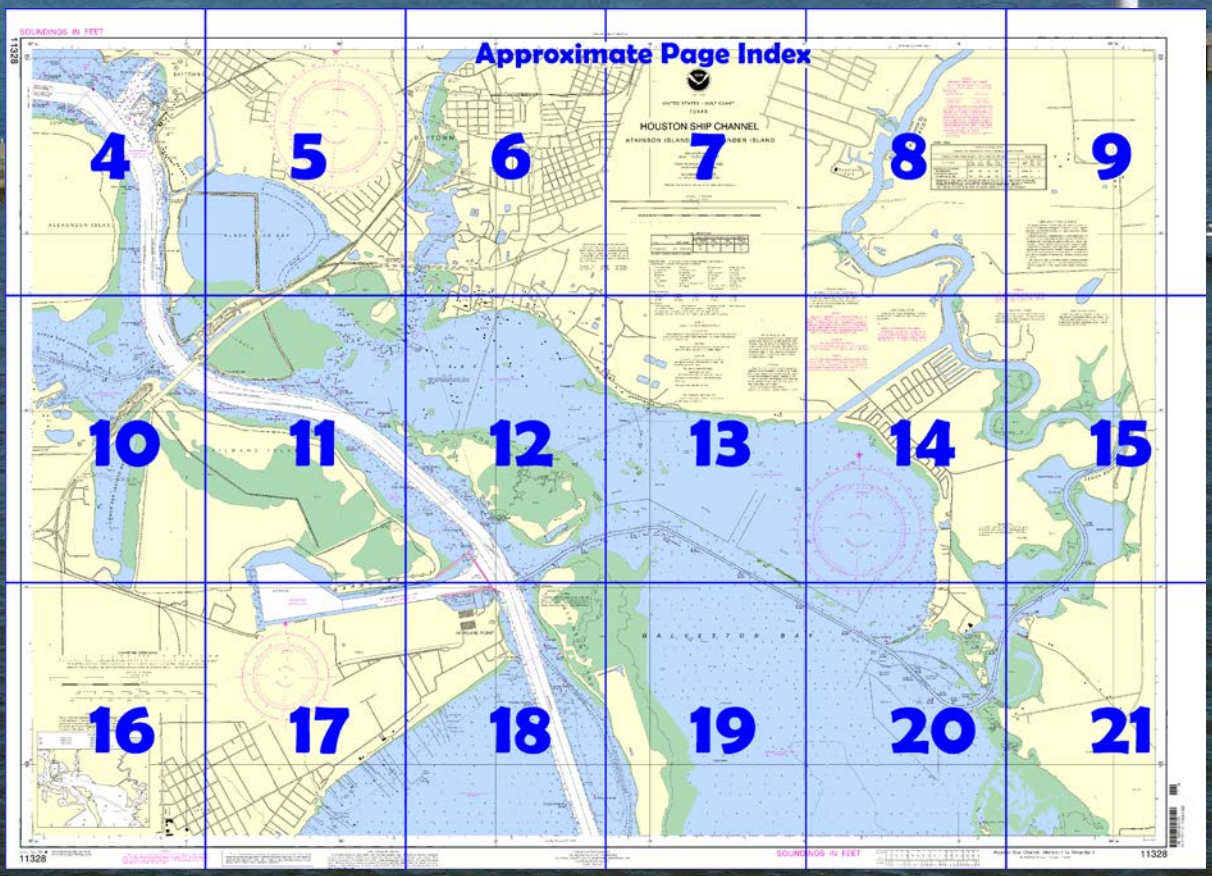
Houston Ship Channel Atkinson Island

NOAA Chart 11328

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

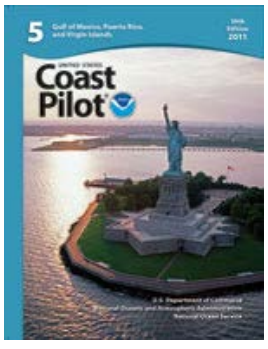
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11328

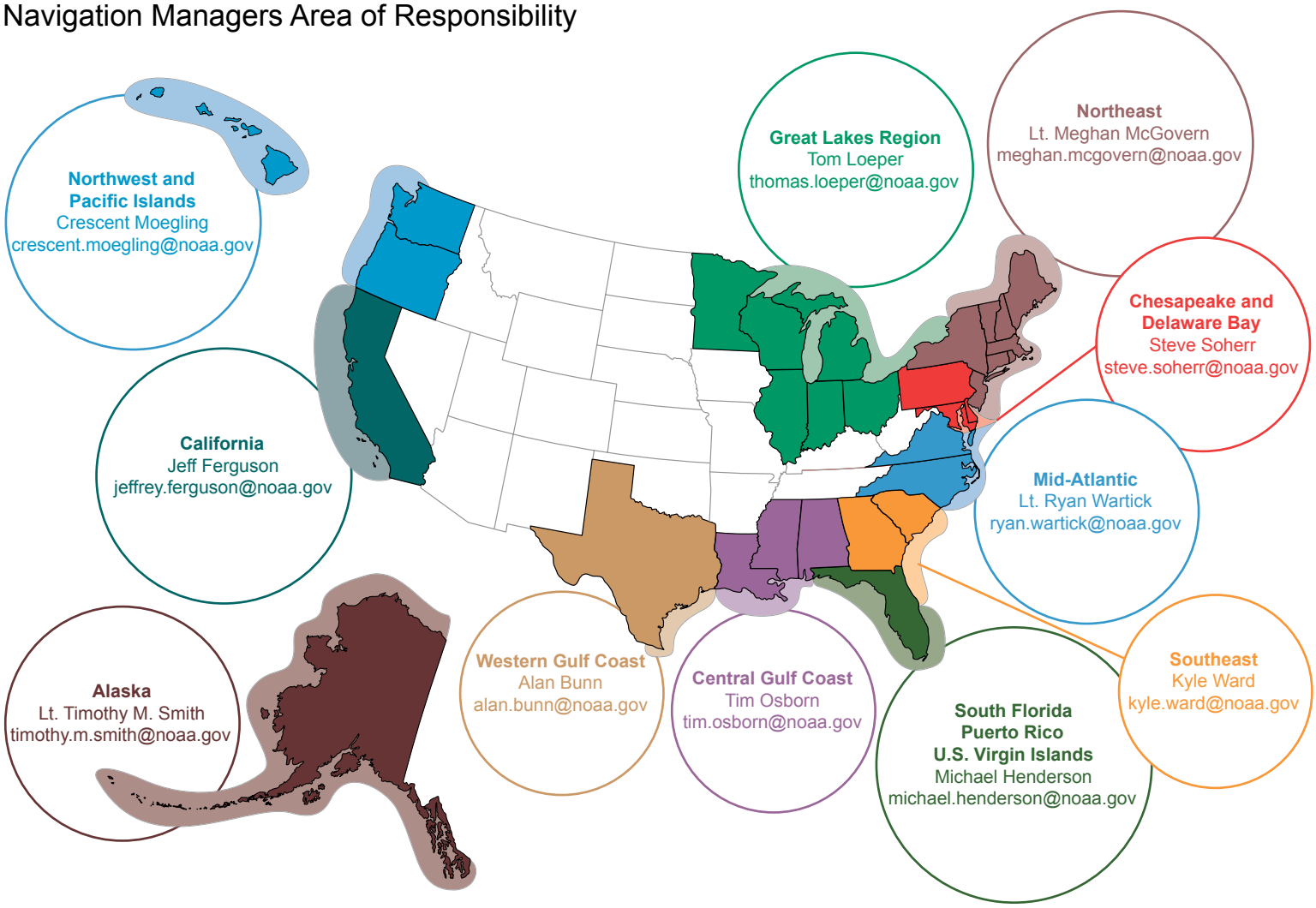


[Coast Pilot 5, Chapter 10 excerpts]
Galveston Bay is a large irregularly shaped shallow body of water on the coast of Texas, about 285 miles W from Southwest Pass and 690 miles NW from Dry Tortugas. The bay is about 30 miles long in a general NNE and SSW direction, about 17 miles wide at its widest part, and has general depths of 7 to 9 feet.
A highway bridge 9.7 miles above the entrance and a railroad bridge 13.4 miles above the entrance have fixed spans with a minimum clearance of 18 feet. In October 1982, the highway bridge was being modified to provide a clearance of 18 feet. A highway bridge crossing a cutoff between **Boaz Island** and the mainland has a 13-foot fixed span with a clearance of 6 feet. Only very small craft use the cutoff.
Shallow **Tabbs Bay** is at the NW end of Galveston Bay, and contains numerous oil well structures and overhead power cables. There are no defined channels; the average depth is reported to be less than 3 feet.
A channel from Houston Ship Channel follows the W end of **Hog Island** and Tabbs Bay to **Baytown** on the N shore. **Goose Creek** is navigable for craft drawing up to 5 feet to a highway bridge 2.8 miles above the entrance. The channel, unmarked and ill-defined, runs close aboard the N shore of the island N of the W end of Hog Island and leads to Goose Creek. Private poles and markers may at times mark the preferred route. Goose Creek contains numerous oil wells, pipelines, pilings, and other hazards; local knowledge is advised. The creek is used by oil well supply and commercial fishing vessels.
The highway bridge 2.8 miles above the entrance has a 48-foot fixed span with a clearance of 9 feet. Two highway and two railroad bridges between the entrance and this bridge have fixed spans with a minimum width of 32 feet and minimum clearance of 14 feet. Overhead power cables crossing the creek between the mouth and the highway bridge 2.8 miles above the entrance have a least clearance of 36 feet.
Barbours Cut, opposite Hog Island, extends about 1.2 miles W from Houston Ship Channel. A privately dredged area extends W about 0.6 mile into the cut from Houston Ship Channel. A turning basin, at the head of the cut and W of the dredged area, provides excellent shelter in depths of 20 to 26 feet for vessels up to 150 feet long.
Morgans Point is on the NW end of Galveston Bay on the W side of Houston Ship Channel. **La Porte,** a town 2 miles SW of Morgans Point, has rail and highway connections with other parts of the State.
Houston Ship Channel extends from Galveston Harbor across Galveston Bay and through parts of San Jacinto River and Buffalo Bayou to the city of Houston, a distance of 44 miles.
N of Bolivar Peninsula, spoil banks on both sides of the channel extend N to **Red Fish Bar**. About 1.5 miles below Red Fish Bar, a narrow channel marked at the entrance by Daybeacon 1, exits Houston Ship Channel to the W, leading to Dickinson Bayou. In March 1985, the controlling depth through the spoil bank was 6 feet. Along the NE side of Houston Ship Channel N of Red Fish Bar, several openings through the spoil bank permit passage into the NE portions of Galveston Bay. One of these, **Fivemile Cut,** about 8 miles above Red Fish Bar and E of Red Bluff is dredged. In January 2002, the controlling depth was 4.2 feet (4.6 feet at midchannel). The channel is marked by buoys.
The Coast Guard advises vessels exercise particular caution where the channel intersects the Intracoastal Waterway, about 6.6 miles above the entrance jetties and just below Lighted Buoys 25 and 26. Situations resulting in collisions, groundings, and close quarters passing have been reported by both shallow and deep-draft vessels. The Coast Guard has requested vessels make a **SECURITE** call on VHF-FM channel 13 prior to crossing the Intracoastal Waterway, particularly during periods of restricted visibility.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC New Orleans	Commander 8th CG District New Orleans, LA	(504) 589-6225

Navigation Managers Area of Responsibility

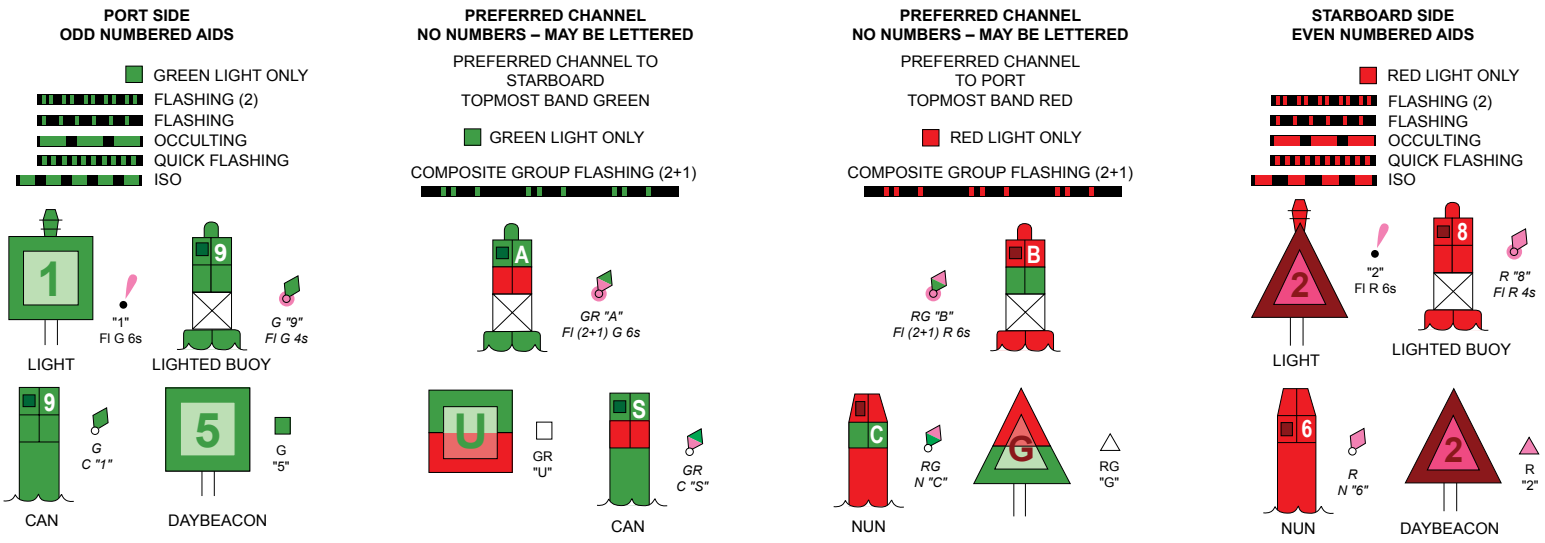


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

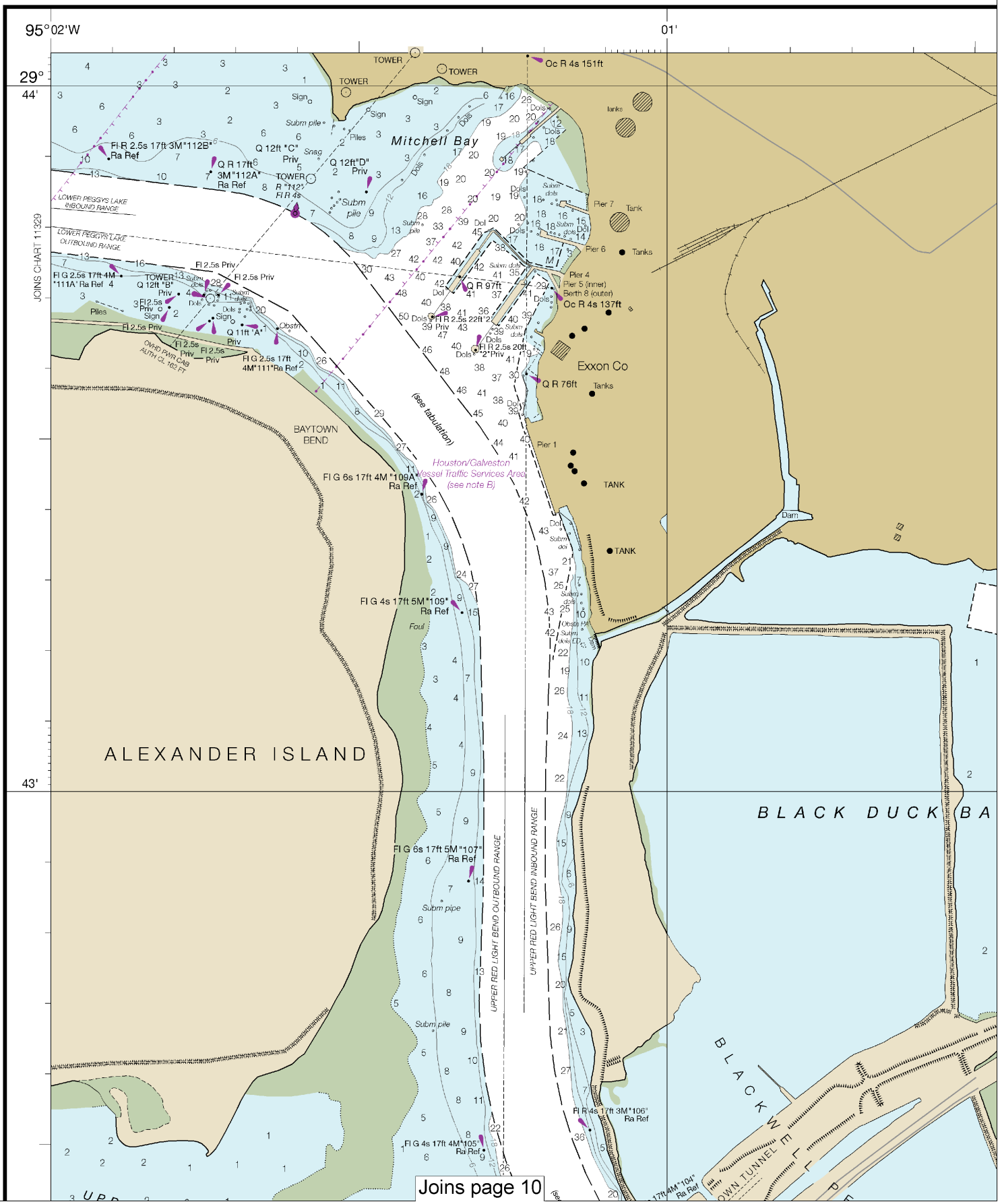
To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*



4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~

Nautical Miles

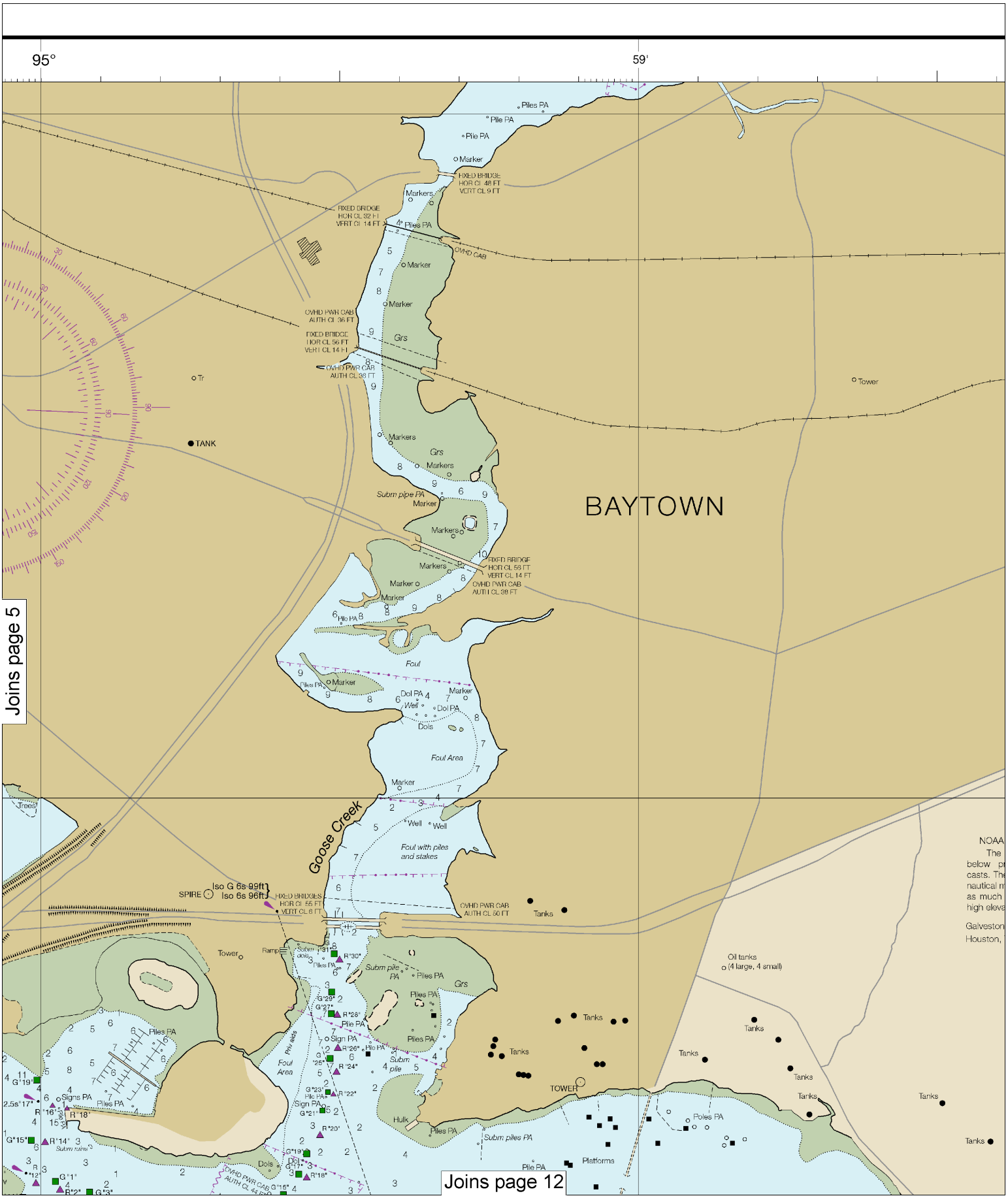
0

Yards

200 0 200 400 600 800 1000 1200

See Note on page 5.

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:13333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles

0

Yards

200 0 200 400 600 800 1000 1200

Note: Chart grid lines are aligned with true north.

58' 57'

Goose Creek

Tower

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GULF COAST

TEXAS

HOUSTON SHIP CHANNEL

ATKINSON ISLAND TO ALEXANDER ISLAND

Mercator Projection
Scale 1:10,000 at Lat 29°43'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

SCALE 1:10,000

Nautical Miles
½ 0 ½

Statute Miles
½ 0 ½

Yards
200 0 200 400 600 800 1000 1200

Meters
200 0 200 400 600 800 1000 1200

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Morgans Point	(29°41'N/094°59'W)	feet 1.3	feet 1.2	feet 0.1

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the internet from http://tidesandcurrents.noaa.gov.

(Mar 2016)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical
Al alternating
B black
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing
G green
IQ interrupted quick
Iso isophase
LT HO lighthouse
M nautical miles
m minutes
MICRO TR microwave tower
Mkr marker
Mo morse code
N nun
OBSC obscured
Oc occulting
Or orange
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon
R TR radio tower
Rot rotating
s seconds
SEC sector
St M statute miles
VQ very quick
W white
WHIS whistle
Y yellow

Bottom characteristics:

Blds boulders
bk broken
Cy clay
Co coral
G gravel
Grs grass
gy gray
h hard
M mud
Oys oysters
Rk rock
S sand
so soft
Sh shells
sy sticky

Miscellaneous:

AUTH authorized
ED existence doubtful
Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Subm submerged

21, Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with add... of Engineers, Geological Survey.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an...

A WEATHER RADIO BROADCASTS

e NCAA Weather Radio stations listed provide continuous weather broad- he reception range is typically 20 to 40 miles from the antenna site, but can be h as 100 nautical miles for stations at vations.

on, TX	KHB-40	162.55 MHz
n, TX	KGG-68	162.40 MHz

NOTE A

Navigation regulations are publishe Coast Pilot 5. Additions or revision published in the Notices to Mariners. In the regulations may be obtained a Commander, 8th Coast Guard District i at the Office of the District Engineer, C Galveston, TX.

Refer to charted regulation se

CAUTION

Gas and Oil Well Struct Numerous uncharted gas

Joins page 8

Joins page 13

Last Correction: 9/28/2016. Cleared through:
LNM: 4516 (11/8/2016), NM: 4416 (10/29/2016)

57'

CONTINUED

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GULF COAST

TEXAS

HOUSTON SHIP CHANNEL

ATKINSON ISLAND TO ALEXANDER ISLAND

Mercator Projection
Scale 1:10,000 at Lat 29°43'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

Joins page 7

SCALE 1:10,000

Nautical Miles
0 ½

Statute Miles
0 ½

Yards
200 0 200 400 600 800 1000 1200

Meters
200 0 200 400 600 800 1000 1200

Roseland Park

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Morgans Point	(29°41'N/094°59'W)	1.3	1.2	0.1

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the internet from http://tidesandcurrents.noaa.gov.

(Mar 2016)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical miles	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Submr submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions refe... American Datum of 1927 m...

Joins page 14

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA or at the Office of the District Engineer, Corps of Engineers in Galveston, TX.

Refer to charted regulation section numbers.

CAUTION

Gas and Oil Well Structures

Numerous uncharted gas and oil well...

AIDS TO NAVIGATI...

Consult the U.S. Coast Gua... supplemental information conc... navigation.

SUBMARINE PIPELINES AN...

Uncharted submarine pipelin... may exist in the vicinity of oil w...

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles
0

Yards
200 0 200 400 600 800 1000 1200

) ON CHART 11326

56'

94°55'W

29°44'03" N
94°54'44" W

29°
44'

43'

DAR BAYOU

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging or trawling.

Covered wells may be marked by lighted or unlighted buoys.

HOUSTON SHIP CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF FEB-APR 2015

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW TIDE (MLT)					PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
76 TO LOWER END MORGANS POINT	44.0	50.0	49.0	45.0	8-14	530	5.49	45
ER END MORGANS POINT CUT TO ON OIL CO. SLIP	39.0	46.0	48.0	43.0	9-14	400-525	4.36	45
ON OIL COMPANY SLIP TO PENTERS BAYOU	A 40.0	46.0	47.0	40.0	12-14	400-525	5.49	45

. CHANNEL WIDENS 125 FEET IN LEFT OUTSIDE QUARTER IN VICINITY OF EXXON OIL CO.

NFORMATION IN THIS TABULATION HAS BEEN PROVIDED TO NOAA BY THE U.S. ARMY CORPS OF ENGINEERS. EPTHS ARE REFERENCED TO A LOCAL DREDGING REFERENCE CALLED MEAN LOW TIDE. FOR AN APPROXIMATE CONVERSION TO MEAN LOWER LOW WATER, ADD 1 FOOT TO EACH DEPTH IN THE TABULATION.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

TION
uard Light List for
ncerning aids to

ND CABLES
ines and cables
well structures,

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

RADAR REFLECTORS

Radar Reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

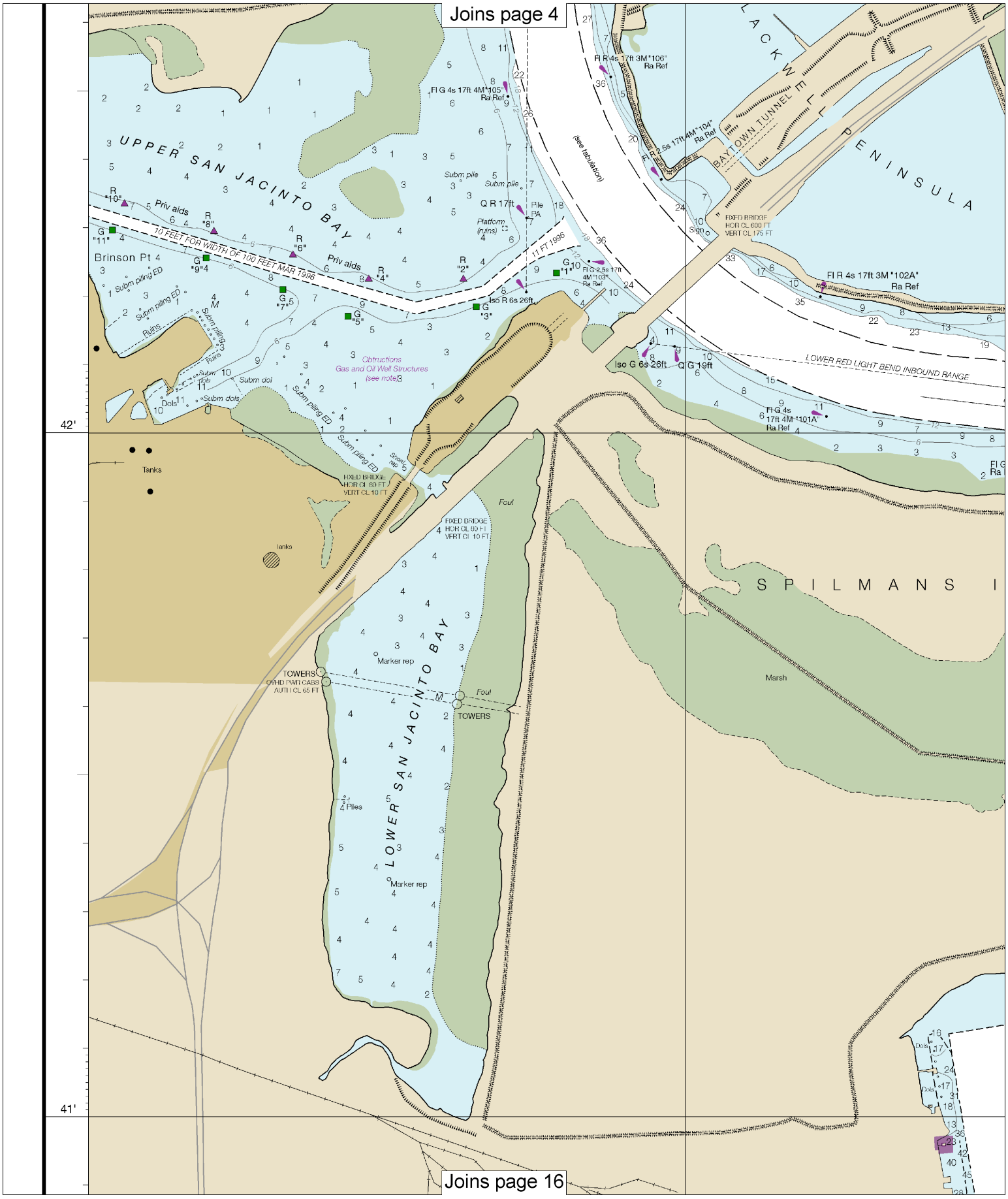
HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

Joins page 15



10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~

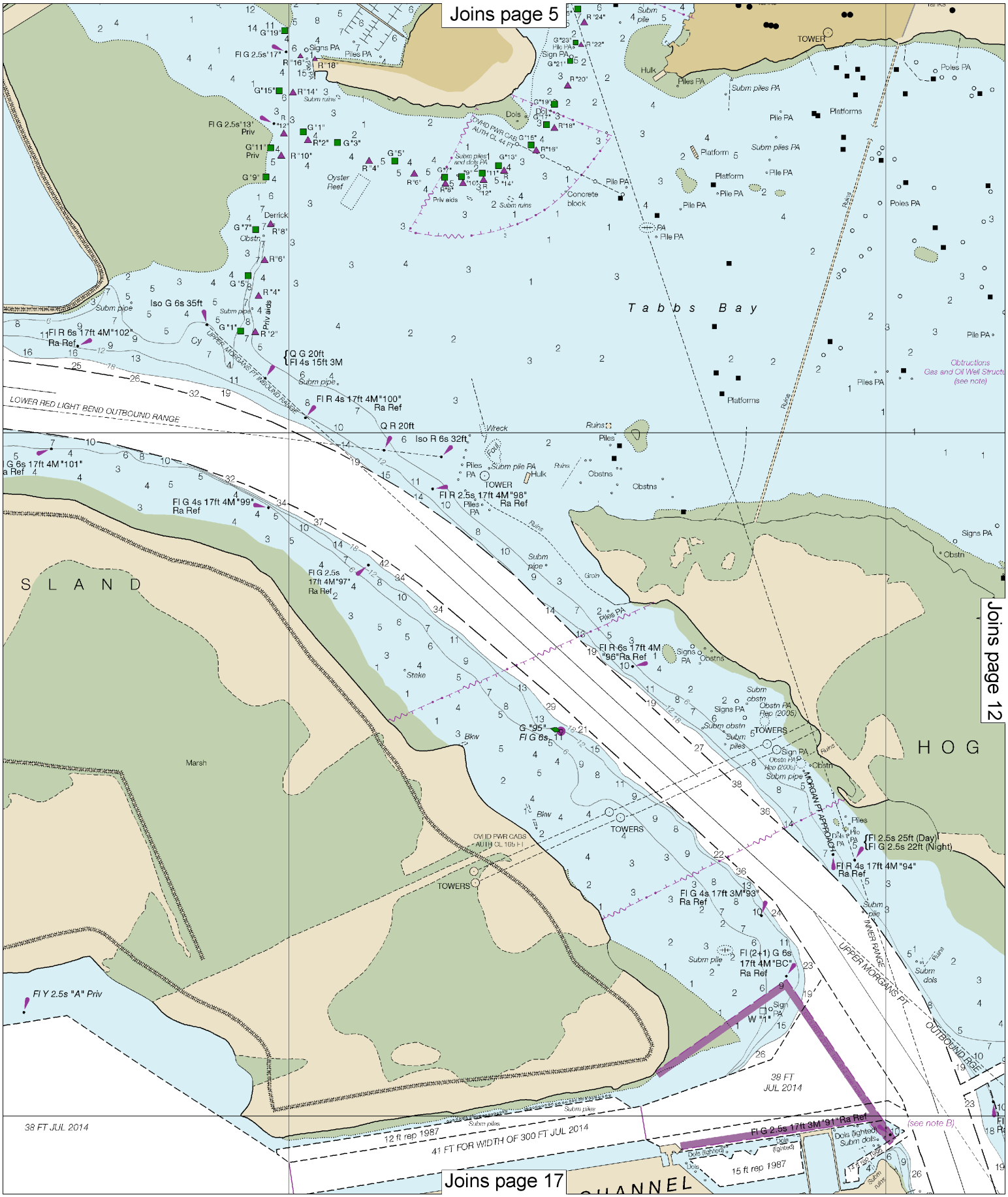
Nautical Miles

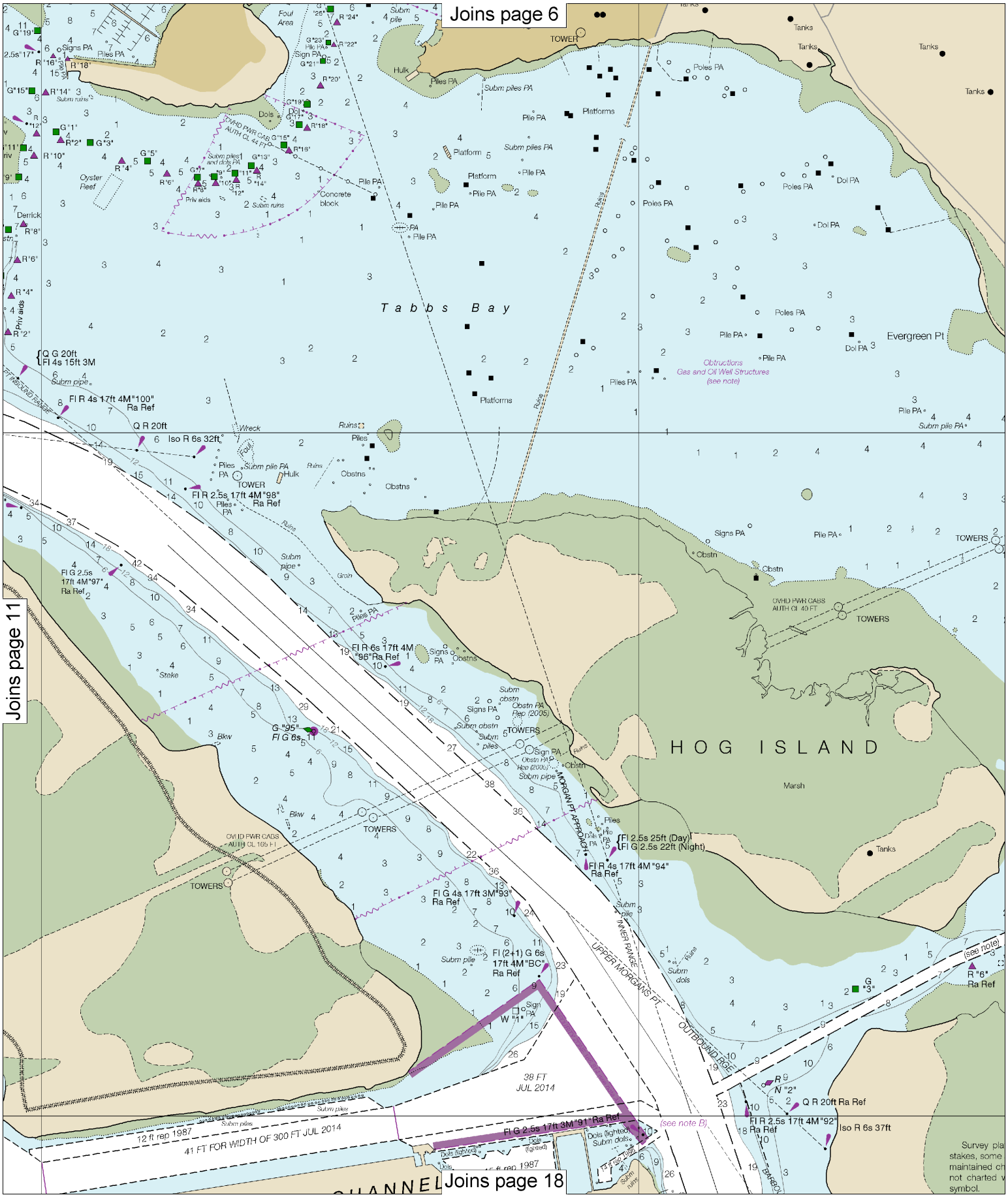
0

Yards

200 0 200 400 600 800 1000 1200

See Note on page 5.


Joins page 5
Joins page 12
Joins page 17
Tabbs Bay
LOWER RED LIGHT BEND OUTBOUND RANGE
UPPER MORGANS PT OUTBOUND RANGE
MORGAN PT APPROACH
INNER RANGE
Fl R 6s 17ft 4M "102" Ra Ref
Iso G 6s 35ft
Q G 20ft Fl 4s 15ft 3M
Fl R 4s 17ft 4M "100" Ra Ref
Q R 20ft
Iso R 6s 32ft
Fl R 2.5s 17ft 4M "98" Ra Ref
Fl G 4s 17ft 4M "99" Ra Ref
Fl G 2.5s 17ft 4M "97" Ra Ref
Fl R 6s 17ft 4M "96" Ra Ref
G "95" Fl G 6s
Fl R 4s 17ft 4M "94" Ra Ref
Fl (2+1) G 6s 17ft 4M "BC" Ra Ref
Fl G 4s 17ft 3M "93" Ra Ref
Fl G 2.5s 17ft 3M "91" Ra Ref
Fl (2.5s 25ft (Day) Fl G 2.5s 22ft (Night)
Fl Y 2.5s "A" Priv
TOWER
TOWERS
Platforms
Pile PA
Subm piles PA
Poles PA
Obstructions Gas and Oil Well Structu (see note)
Oyster Reef
Concrete block
Marsh
SLAND
HOG
38 FT JUL 2014
41 FT FOR WIDTH OF 300 FT JUL 2014
12 ft rep 1987
15 ft rep 1987
(see note B)



Note: Chart grid lines are aligned with true north.

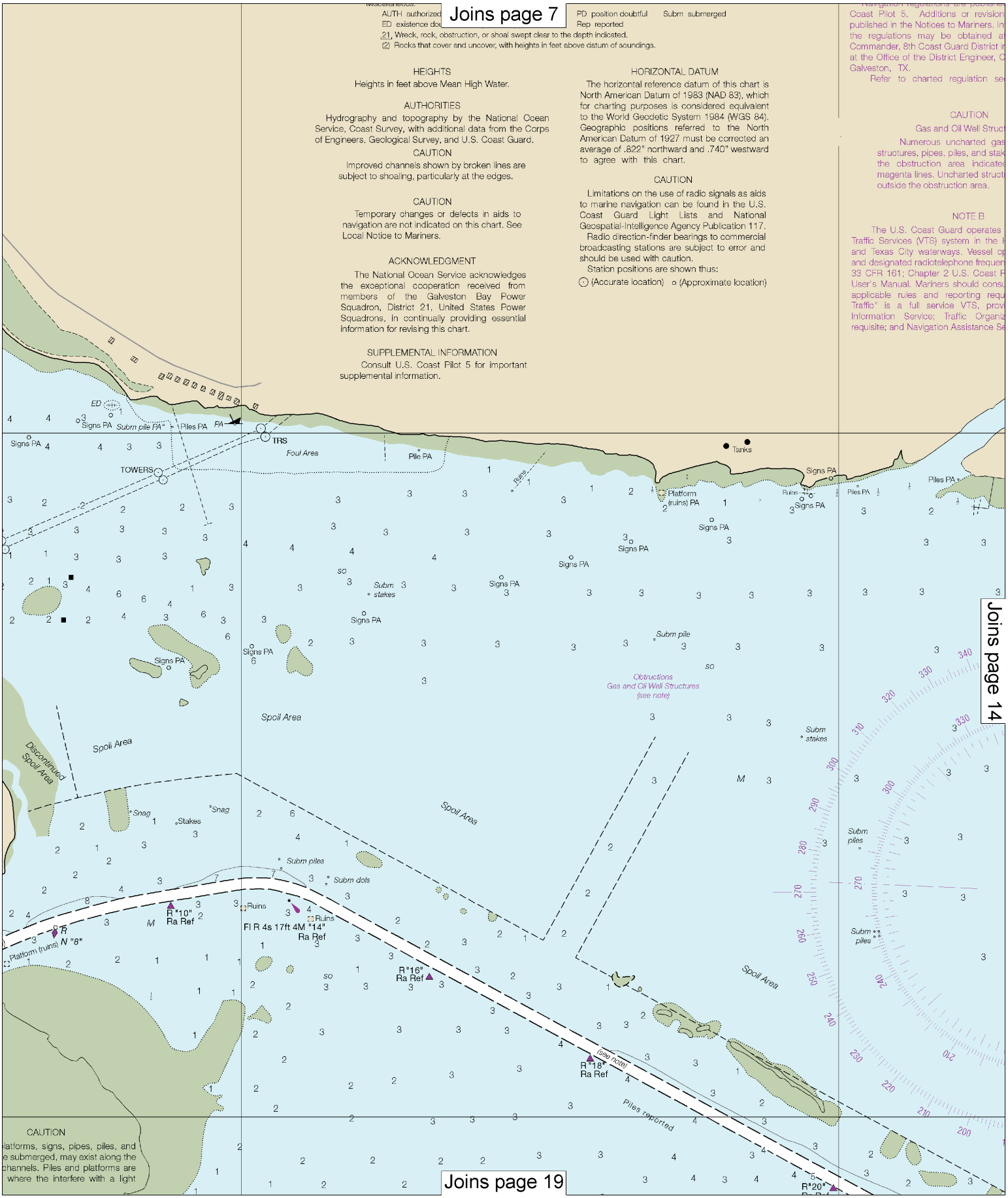
Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles

0

Yards

200 0 200 400 600 800 1000 1200


Joins page 7
AUTH authorized
ED existence doubtful
PD position doubtful
Subm submerged
Rep reported
21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
HEIGHTS
Heights in feet above Mean High Water.
AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.
CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.
CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
ACKNOWLEDGMENT
The National Ocean Service acknowledges the exceptional cooperation received from members of the Galveston Bay Power Squadron, District 21, United States Power Squadrons, in continually providing essential information for revising this chart.
SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 5 for important supplemental information.
HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of .822" northward and .740" westward to agree with this chart.
CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
(Accurate location) o (Approximate location)
Coast Pilot 5. Additions or revision
published in the Notices to Mariners. In
the regulations may be obtained a
Commander, 8th Coast Guard District i
at the Office of the District Engineer, C
Galveston, TX.
Refer to charted regulation se
CAUTION
Gas and Oil Well Struct
Numerous uncharted gas
structures, pipes, piles, and stak
the obstruction area indicate
magenta lines. Uncharted struct
outside the obstruction area.
NOTE B
The U.S. Coast Guard operates
Traffic Services (VTS) system in the
and Texas City waterways. Vessel o
and designated radiotelephone frequen
33 CFR 161; Chapter 2 U.S. Coast
User's Manual. Mariners should consu
applicable rules and reporting requ
Traffic" is a full service VTS, provi
Information Service; Traffic Organiz
requisite; and Navigation Assistance Se
ED
Signs PA
Subm pile PA
Piles PA
PA
TRS
Foul Area
Pile PA
TOWERS
Tanks
Ruins
Platform (ruins) PA
Subm stakes
Subm pile
Obstructions
Gas and Oil Well Structures
(see note)
Spoil Area
Discontinued Spoil Area
Snag
Stakes
Subm piles
Subm dols
R "10" Ra Ref
Fl R 4s 17ft 4M "14" Ra Ref
R "16" Ra Ref
R "18" Ra Ref
(see note)
Platform (ruins)
N "8"
M
so
Piles reported
CAUTION
latforms, signs, pipes, piles, and
e submerged, may exist along the
channels. Piles and platforms are
where the interfere with a light
Joins page 19
Joins page 14

Joins page 8

Miscellaneous:
AUTH authorized Obstn obstruction PD position doubtful Subm
ED existence doubtful PA position approximate Rep reported
21, Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

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Heights in feet above Mean High Water.

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Station positions are shown thus:

⊙ (Accurate location) ○ (Approximate location)

Navigation Regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA or at the Office of the District Engineer, Corps of Engineers in Galveston, TX.

Refer to charted regulation section numbers.

CAUTION

Gas and Oil Well Structures

Numerous uncharted gas and oil well structures, pipes, piles, and stakes exist within the obstruction area indicated by dashed magenta lines. Uncharted structures may exist outside the obstruction area.

NOTE B

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the Houston, Galveston, and Texas City waterways. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161; Chapter 2 U.S. Coast Pilot; and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. "Houston Traffic" is a full service VTS, providing a continuous Information Service; Traffic Organization Services as requisite; and Navigation Assistance Service upon request.

AIDS TO NAVIGATI

Consult the U.S. Coast Guar supplemental information conc navigation.

SUBMARINE PIPELINES AN

Uncharted submarine pipelin may exist in the vicinity of oil w and between such structures and Mariners should use caution whe

Joins page 13

Joins page 20

Note: Chart grid lines are aligned with true north.

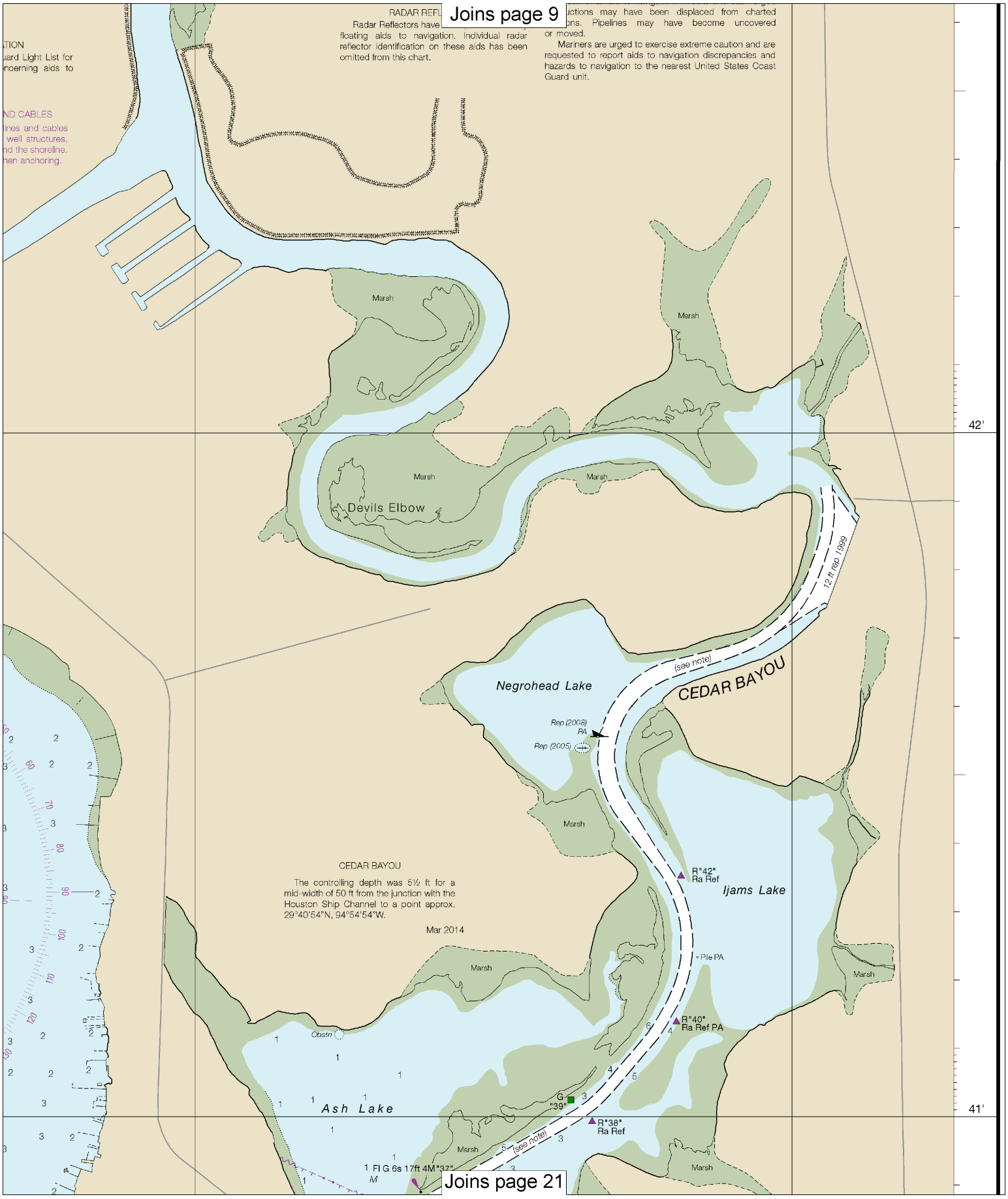
Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles

0

Yards

200 0 200 400 600 800 1000 1200


Joins page 9
RADAR REFL
Radar Reflectors have
floating aids to navigation. Individual radar
reflector identification on these aids has been
omitted from this chart.
uctions may have been displaced from charted
ons. Pipelines may have become uncovered
or moved.
Mariners are urged to exercise extreme caution and are
requested to report aids to navigation discrepancies and
hazards to navigation to the nearest United States Coast
Guard unit.
TION
uard Light List for
ncerning aids to
ND CABLES
ines and cables
well structures,
nd the shoreline.
hen anchoring.
Marsh
Marsh
Marsh
Marsh
Devils Elbow
42'
12 ft rep 1999
(see note)
CEDAR BAYOU
Negrohead Lake
Rep (2008)
PA
Rep (2005)
Marsh
CEDAR BAYOU
The controlling depth was 5½ ft for a
mid-width of 50 ft from the junction with the
Houston Ship Channel to a point approx.
29°40'54"N, 94°54'54"W.
Mar 2014
R"42"
Ra Ref
Ijams Lake
Pile PA
Marsh
Marsh
R"40"
Ra Ref PA
Obstn
Ash Lake
G
"39"
R"38"
Ra Ref
(see note)
Marsh
Marsh
1 Fl G 6s 17ft 4M "37"
M
41'
Joins page 21

Joins page 10

SCALE 1:10,000

Nautical Miles

Statute Miles

Yards

Meters

ZOC CATEGORIES (Refer to Chapter 1, United States Coast Pilot)				
ZOC	DATE	POSITION ACCURACY	DEPTH ACCURACY	SEAFLOOR COVERAGE
A2	1996	± 66 ft	= 3.3 ft + 2%d	All significant seafloor features detected.
B	1985 - 1996	± 164 ft	= 3.3 ft + 2%d	Uncharted features hazardous to surface navigation are not expected but may exist.
C	1931 - 1993	± 1600 ft	= 6.6 ft + 2%d	Depth anomalies may be expected.
U	Unassessed - The quality of the bathymetric data has yet to be assessed.			
MD	Maintained Depth - See Chart			

La Porte

41'

29° 40'

95° 02'W

01'

29th Ed., Apr. 2016

11328

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOAA encourages users to submit inquiries, discre
this chart at http://www.nauticalcharts.noaa.gov/staff/c

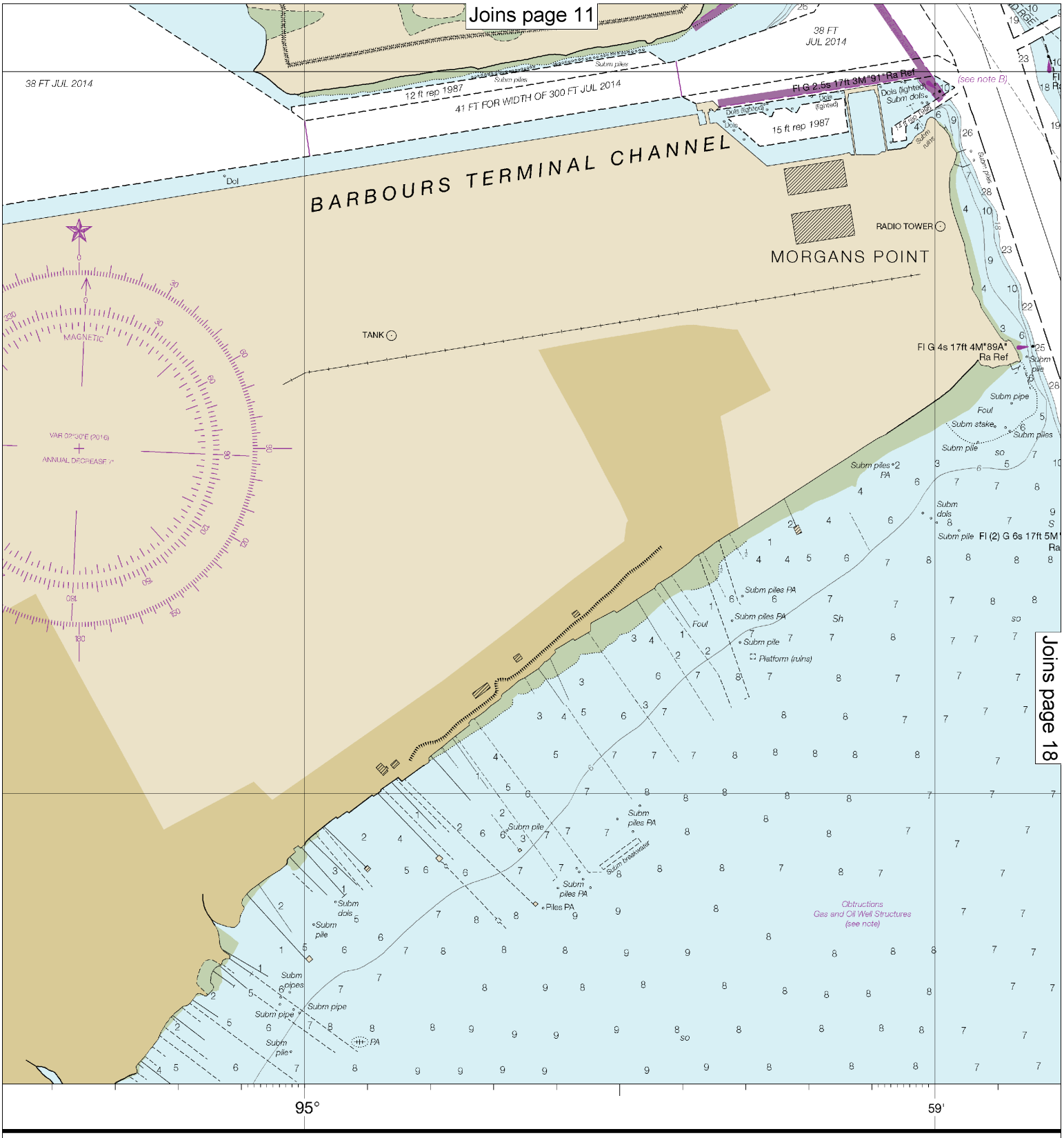
Last Correction: 9/28/2016. Cleared through:
LNM: 4516 (11/8/2016), NM: 4416 (10/29/2016)

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

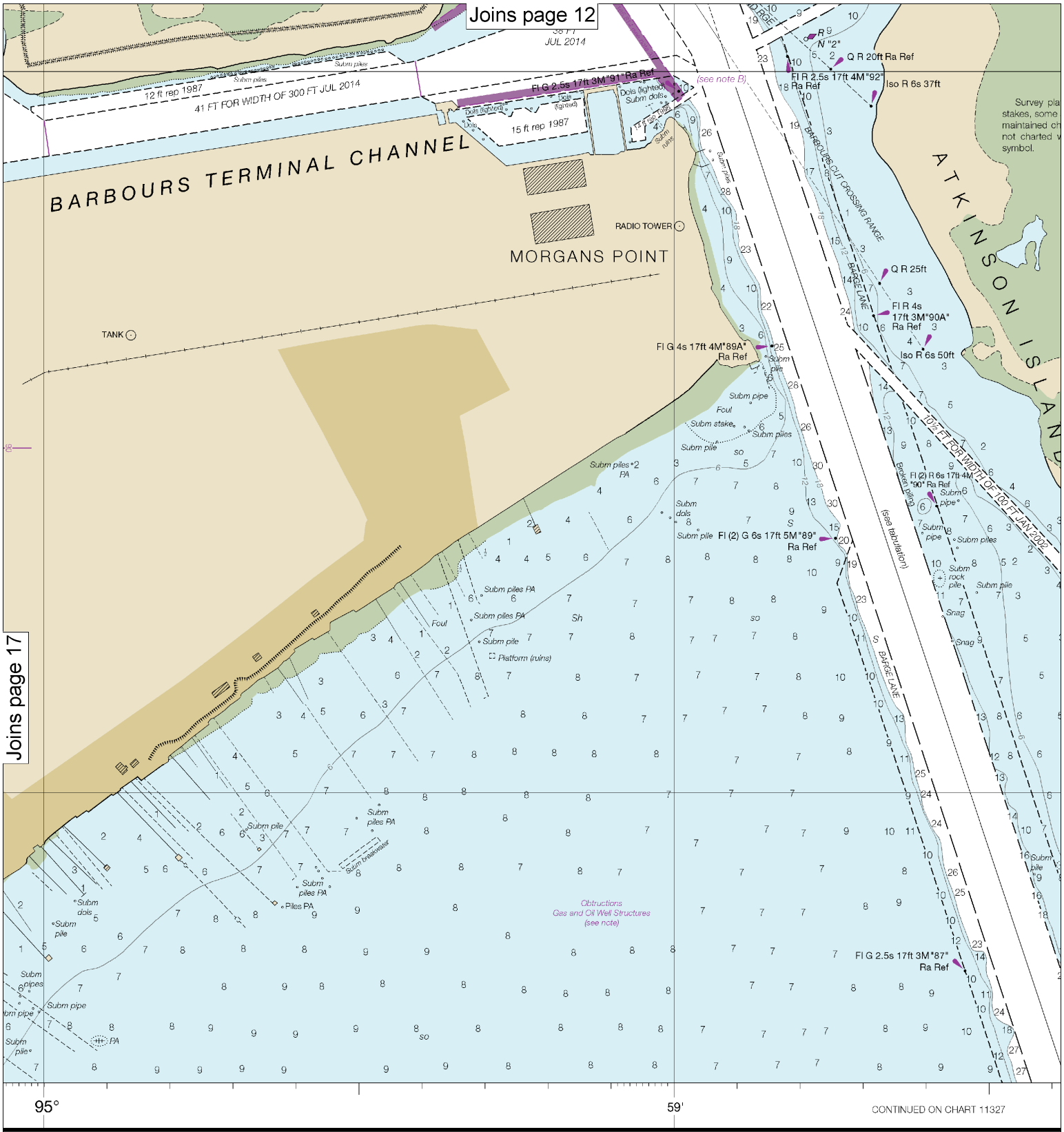
Nautical Miles

Yards



repancies or comments about
/contact.htm.

SOUNDINGS IN F



Joins page 17

SOUNDINGS IN FEET

Published at
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NATIONAL
COAS

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~

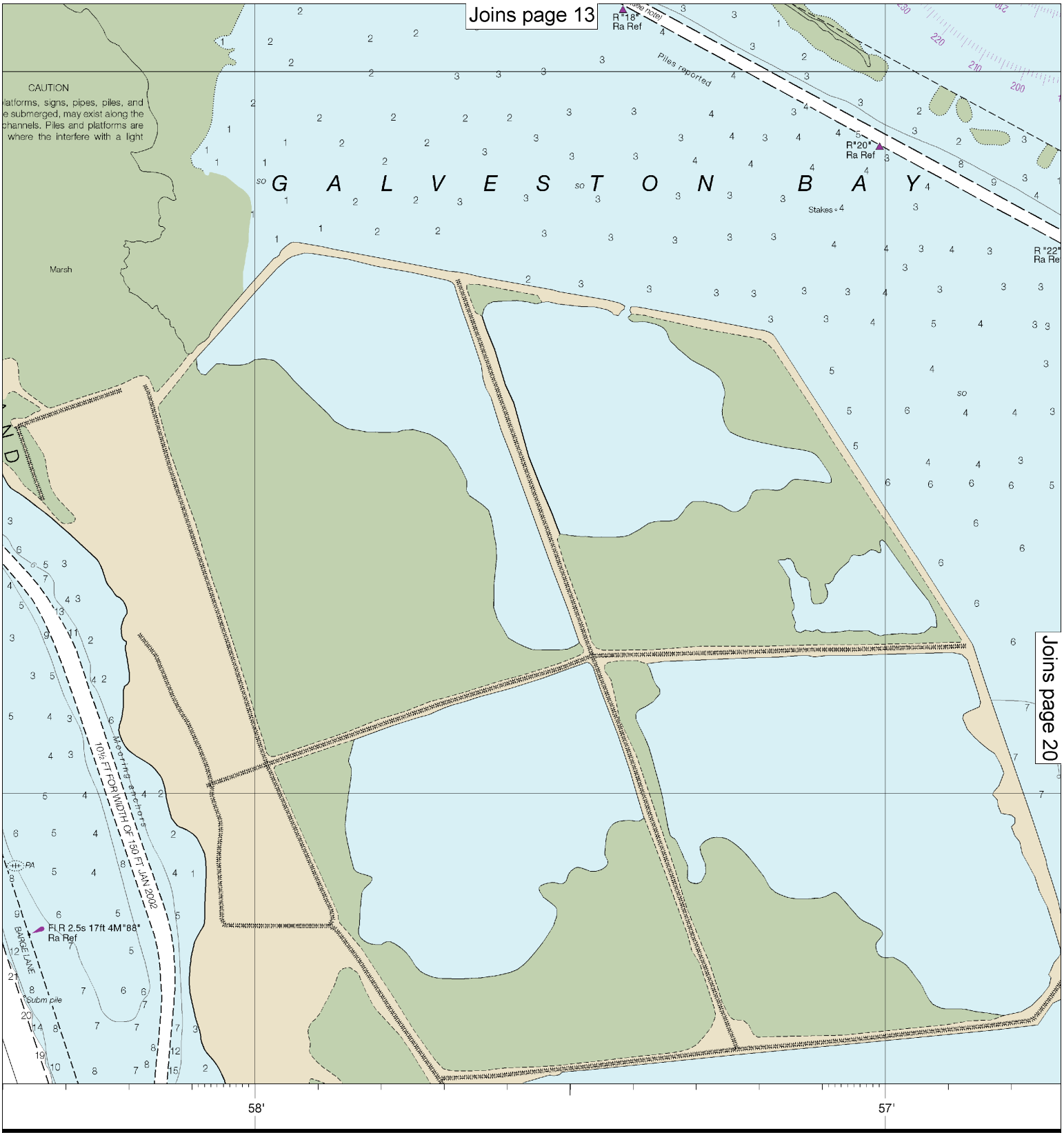
Nautical Miles

0

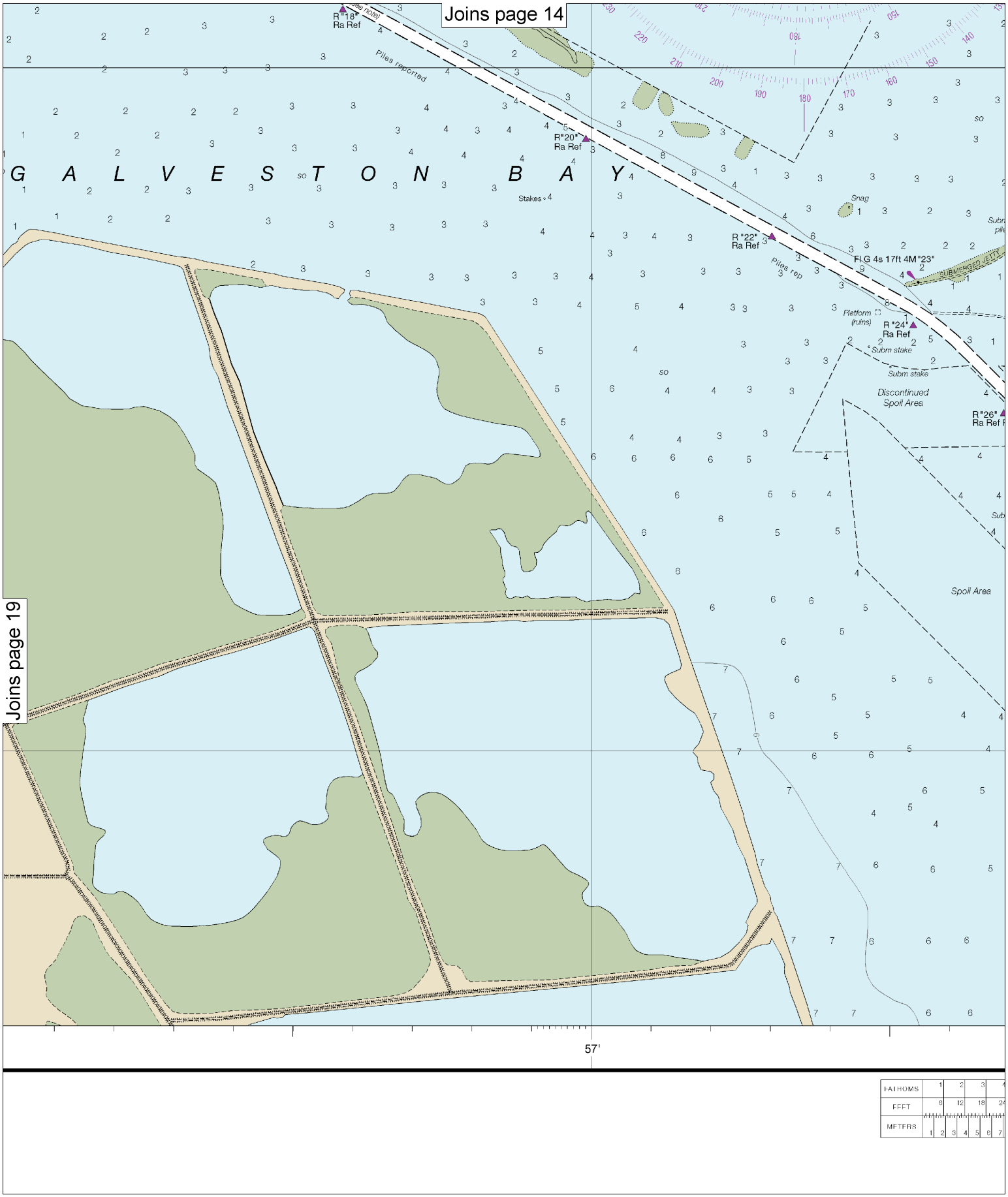
Yards

200 0 200 400 600 800 1000 1200

See Note on page 5.



at Washington, D.C.
MENT OF COMMERCE
ATMOSPHERIC ADMINISTRATION
L OCEAN SERVICE
AST SURVEY



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~

Nautical Miles

0

Yards

200 0 200 400 600 800 1000 1200

See Note on page 5.

Houston Ship Channel, Atkinson I to Alexander I

SOUNDINGS IN FEET - SCALE 1:10,000

11328

21

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

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National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
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National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
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